

out motors. Her skipper expects moderate spring weather on his eastward trip and believes he will be able to make a record as an auxiliary to Rouen. The Quevelly is the first sailing ship equipped with Diesel motors, and the biggest. Another square rigger, La France, the largest of her class in the world, nearing completion at Rouen, will have motors of 1,800 horse-power that her owners say will enable her to make eleven knots in pleasant weather, which is good tramp steamship speed. The hope of the makers of the new auxiliaries is to hold their own against the steam propelled freighters of other nations.

**Put Out Fire on a Schooner.**

An overheated stove set fire to the cabin of the schooner Helen W. Walton of Philadelphia, lying at the Dockage & Bliss Company's pier on the Hackensack Meadows, Jersey City, during the absence of her skipper, Capt. Bob McGee. Four Jersey City fire companies trailed out on the meadows and the firemen finished the trip to the burning boat with extinguishers under their arms. They made short work of the blaze. The damage was slight.

**WRECK ON ERIE SHORT CUT.**

About Fifty Coal Cars Leave the Tracks on a Trestle 20 Feet High.

NEWYORK, March 29.—A wreck on the Erie short cut occurred to-night when a coal train of about fifty cars left the tracks near Mountainville, ten miles from here. The track is torn up for a long distance, a trestle bridge twenty feet high succumbed to the weight thrown upon it and four large steel cars went down. A score of other cars are wrecked and indications are that travel will be blocked between here and the main line for a day or two at least.

Several hoboes were seen on the cars just previous to the accident, and as they cannot be found it is presumed they are in the wreck under the cars and trestle. The locomotive and part of the train has crossed the bridge safely before the accident, which is presumed to have been occasioned by a wiper on one of the cars breaking. A portion of the rear cars are also on the track, the wrecked portion being in the middle of the train.

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